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reason. Pure reason is self-interested rationalism of the extreme sort. "Pure reason, the enemy of the race, knows only the interest of the individual, or rather of society." Reason overthrows instinct, eliminates competition and struggle, reduces the birth rate even to the point of racial extinction for the advantage of the individual and present society. This is the present danger confronting society.

The fate of empires, that is, of modern civilization, depends upon a reconciliation of instinct and reason in a fourth stage, viz: reflex action, plus instinct, plus reason, plus the religious motive. The religious motive is "the conscious relation to the infinite." It transforms personal advantage into duty, and provides an ultrarational sanction for human conduct.

Part II is devoted to an analysis of the part religion has played in the history of great nations.

The strength of the book lies in the analysis of Part I; its weakness, in the peculiar conception of religion, which makes its obediences to an external authority rather than the "faith in the possibilities of life" as illustrated in the following: "A permanent civilization may indeed come, but can only do so as an accident of self sacrifice that is offered upon the altars of the Most High." A more optimistic outlook would have resulted had the author adhered more closely to the concept of religion presented by Benjamin Kidd's *Social Evolution*, without which the author declares his book could not have been written.

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KNOOP, DOUGLAS. *Principles and Methods of Municipal Trading*. Pp. xvii, 409. Price, \$3.25. New York: Macmillan Company, 1912.

This is a critical analysis of the scope and development of the administrative, financial and selling policies, and the results of municipal trading in English cities. It is at all times analytical and critical. It contains criticisms that would be, no doubt, of great value to every trading community that has the problems of operation and ownership on its hands. A typical example of the author's point of view is in the following statement (p. 370): "To carry work people at certain hours of the day at cost price or even less than cost price, in a town which is composed almost entirely of working-class people, is a suicidal policy to adopt." Such is probably "suicidal" from the point of view of maximum returns, but much could be said in favor of subsidizing workmen through good transit facilities and proper homes in lieu of subsidizing the capitalist through a protective tariff. Not enough has as yet been made of the way England is keeping her manufactureres and working people at home through the socialization of her tramway, gas, electric, water and other services. Minimum rates and maximum privileges in such utilities give to a workman facilities in social life that could never be secured in many American towns where the capitalist is protected by a tariff and where the public utility concerns are allowed to exploit the community and social needs of the city.

The author points out many places where municipal trading is weak, and where it could be improved. Thus he feels that better depreciation funds should be kept and that certain items frequently left out of the revenue accounts of trading departments should be included. Among these items he particularly discusses the cost of widening streets in connection with tramways, the cost of obtaining the original power to establish the trading department and a proper share of the general expense. In the way of minimizing the drawbacks in municipal trading, he suggests the following:

1. That the appointment of all employees be left entirely in the hands of the principal officials of the different departments, and that a recommendation from a councillor disqualify any applicant.

2. That the chairman of Councils Committee be given a salary in order to make it worth his while to give more time to the concern and in order to prevent overwork of councilmen.

3. The payment of good salaries to the higher officials, especially by the trading concerns of the smaller localities, as it usually takes more ability to make a small trading concern pay than a large one.

His general conclusion as to municipal ownership and operation is: "Taking all the attendant circumstances and conditions into consideration, municipal trading in itself cannot be regarded as a desirable institution; the management of industrial undertakings is not really a suitable sphere of activity for a local authority. Nevertheless, in certain cases, it may offer a reasonable prospect of serving the general public better than private enterprise, and in consequence the municipalization of particular industries may be justified. These industries are such as have a strong tendency to become monopolies, which is generally true of tramways and of water, gas and electricity supply undertakings."

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LAWTON, LANCELOT. *The Empires of the Far East*. 2 vols. Pp. xvii, 1598, with folding map. Price, \$7.50. Boston: Small, Maynard and Company, 1912.

These two large volumes written in the style of a commentator on current events contain much that is already familiar to those interested in the East. The reader cannot help feeling that the strength of the work would have been much greater if so much space had not been given to quotations and material drawn from McKenzie, P. B. L. Weale and Hulbert. Frequent repetitions of arguments, for which the author apologizes also tend to mar the symmetry of the descriptions. It is to be regretted that the statistics seldom cover a period later than 1907. Aside from these defects Mr. Lawton's work deserves high praise. He has traveled widely in the East, has an unusually intimate connection with certain episodes of the Russo-Japanese war and gives us first hand estimates of the consequences of that conflict after the passing of a decade.

The greater part of the work centers about the progress and prospects of the Japanese. Mr. Lawton thinks their performance in the war has been